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Halifax Board of Trade.

OFFICERS AND COUNCIL FOR 1894.

PRESIDENT:

GEORGE J. TROOP.

VICE-PRESIDENTS:

MICHAEL DWYER.

JAMES MORROW.

SECRETARY:

CHARLES M. CREED.

COUNCIL:

GEORGE MITCHELL,

A. E. CURREN,

W. A. BLACK,

J. A. CHIPMAN,

J. EDWARD DEWOLF,

JOHN PUGH,

GEOFFREY MORROW,

E. G. KENNY,

A. P. SILVER,

ALEX. STEPHEN,

W. J. STEWART,

L. G. POWER, HON.

H. D. MCKENZIE,

J. WALTER ALLISON,

A. MARTYN PAYNE.

BOARD OF ARBITRATORS.

J. C. MACKINTOSH,

A. MARTYN PAYNE,

T. FYSHE,

H. G. BAULD,

A. E. JONES,

J. E. DEWOLFE,

HON. L. G. POWER,

J. A. CHIPMAN,

W. J. STEWART,

GEOFFREY MORROW,

W. A. BLACK,

I. H. MATHERS.

STANDING COMMITTEES.

BANKING.

T. Fyshe,
E. L. Thorne,
A. N. Wallace,

D. H. Duncan,
J. T. P. Knight,
J. C. Mackintosh,

A. M. Jack.

DRY GOODS.

A. M. Payne,
A. P. Silver,
E. G. Smith,

E. G. Kenny,
Adam Burns,
John Murphy,

A. L. Wood.

HARDWARE AND SHIP CHANDLERY.

Wm. Robertson,
W. H. Troop,
A. J. Grant,
Hon. H. H. Fuller,

A. M. Bell,
Edward Stairs,
W. B. Arthur,
F. W. Bullock.

WHOLESALE GROCERS.

M. Dwyer,
Wiley Smith,
George A. Pyke,

H. G. Bauld,
John Smith,
J. W. Gorham,

Robert Seeton.

MANUFACTURERS.

A. E. Curren,
J. Henderson,
J. Taylor,
J. W. Allison,

A. Stephen,
Robert Taylor,
W. J. Stewart,
T. H. Cutler,

A. H. MacKinlay.

WEST INDIA TRADE.

G. Mitchell,
G. R. Hart,
W. A. Conrod,

M. Carney,
A. E. Jones,
W. J. Butler,

F. W. Hart.

FISHERIES AND INSPECTION.

Geo. E. Boak,
Geo. S. Campbell,
F. J. Phalen,

John Peters,
James Fraser,
A. N. Whitman,

George R. Hart.

PILOTAGE AND HARBOUR REGULATIONS.

John Pugh,
W. A. Black,

J. Taylor Wood,
M. C. Grant.

RAILWAYS AND TRANSPORTATION.

James Morrow,
J. E. DeWolf,
F. J. Phalen,
H. D. McKenzie,

Robert Pickford,
A. E. Jones,
H. L. Chipman,
R. F. Armstrong,

George S. Campbell.

DRUGS AND CHEMICALS.

W. H. Simson,
W. H. Webb,

E. B. Sutcliffe,
M. F. Eagar.

MEMBERS OF BOARD OF TRADE. 1894.

Bank of Nova Scotia, T. Fysche, Cashier.
 Merchants Bank, D. H. Duncan, Cashier.
 Halifax Banking Co., W. N. Wallace, Cashier.
 Union Bank, E. L. Thorne, Cashier.
 Peoples Bank, J. T. Knight, Cashier.
 Nova Scotia Mar. Ins. Co., J. Strachan, Secretary.
 R. G. Dunn & Co., G. E. Faulkner.
 Bradstreet, W. H. Humphry.
 Dominion Cotton Mills Co., J. Taylor, Manager.
 Acadia Sugar Refinery, T. H. Cutler, Secretary.

Allison, J. W.
 Adams, E. D.
 Allen, T. C.
 Armstrong, R. F.
 Arthur, W. B.
 Angwin, I. H.

Billman, James
 Brookfield, W. H.
 Boak, Hon. Robert
 Burns, Adam
 Byers, Rufus
 Blackadar, C. C.
 Boak, Geo. E.
 Bauld, H. G.
 Bauld, A. M.
 Bauld, W. C.
 Bell, A. M.
 Black, W. A.
 Butler, W. J.
 Bullock, F. W.
 Bell, H. H.
 Butler, J. E.

Carney, M.
 Conrod, W. A.
 Curren, A. E.
 Cunningham, Geo.
 Chipman, J. A.
 Chipman, H. L.
 Crowe, Wm.
 Cox, J. P.
 Creighton, C. A.
 Cahan, C. H.

Crowell, I. H.
 Chisholm, Wm.
 Cameron, W. D.
 Campbell, G. S.
 Chisholm, J. S.

Dwyer, M.
 DeWolf, J. E.

Elliot, Foster
 Eagar, M. F.

Franklyn, G. E.
 Forhan, Thos.
 Fraser, James
 Forrest, James
 Farrell, Dr. E.
 Farrell, V. F.
 Farrell, Domnick
 Foster, Miner T.
 Fuller, H. H. Hon.

Gass, J. A.
 Grant, M. C.
 Gunn, A.
 Glassey, John
 Gorham, J. W.
 Grace, Thos.
 Grant, A. J.

Hunter, David
 Harvey, C. H.
 Hart, R. I.
 Hart, G. R.
 Halliday, Jas.
 Hesslien, Lewis
 Heckman, J. W.
 Horneman, F. J.
 Henderson, J. R.
 Hart, Levi
 Hart, F. W.
 Hart, G. C.
 Hobrecker, A.
 Harrington, W. H.
 Henry, G. P.

Jack, A. M.
 Jones, Hon. A. G.
 Jones, A. E.
 Jones, Walter C.
 Johnson, W. H.

Keith, D.
 Kenny, T. E.
 Kenny, E. G.

Lawson, Wm.
 Longard, J. P.
 Longard, E. J. Jr.
 Leaman, J. A.

Mitchell, G.
 Mitchell, A. S.
 Mowbray, Thos.
 Musgrave, Geo.
 Mitchell, A. B.
 Mitchell, Walter
 Mitchell, C. H.
 Morse, J. E.
 Mott, C. F.
 Morrison, E.
 Murphy, John
 Murphy, M.
 Muir, Wm.
 Mathers, I. H.
 Mahon, E. T.
 Murdoch Nephews,
 Morrow, James
 Morrow, Mathew R.
 Morrow, Geoffrey
 Mackintosh, J. C.
 McKenzie, H. D.
 McLellan, E.
 MacKinlay, A.
 McInnis, John

O'Connor, P. F.
 Oxley, F. H.
 Oland, J. C.
 Oland, G. W. C.
 Pickford, Robt.
 Pugh, John
 Peters, John
 Pyke, G. A.
 Phalen, F. J.
 Power, Hon. L. G.
 Pearman, W. M. D.
 Payne, A. M.
 Pearson, B. F.

Robertson, Wm.
 Roche, Wm.
 Ryan, Edmond
 Roberts, Frank
 Redden, A. W.
 Ryan, J. F.
 Reeves, James
 Stairs, Edward
 Stairs, James
 Stairs, John F.
 Stairs, George
 Silver, W. C.
 Silver, W. N.
 Silver, A. P.
 Silver, H. St. C.
 Smith, E. G.
 Smith, J. W.
 Sweet, R. J.
 Simson, W. H.
 Stephen, Alex.
 Stewart, W. J.
 Swenerton, B.
 Sutcliffe, E. B.
 Shatford, S. S.
 Starr, John
 Seeton, R. B.
 Smith, L. Mortimer
 Smith, Wylie
 Smith, John

Taylor, G. R.
 Tucker, E. D.
 Troop, G. J.
 Troop, W. H.
 Taylor, Robt.

Whitman, T. S.
 Webb, W. H.
 Wood, A. E.
 Wickwire, W. N.
 Wood, J. T.
 West, F. S.
 Whitman, A. N.
 White, John
 Wood, Joseph.

PRESIDENT'S ADDRESS.

I have much pleasure in submitting the Annual Report of the Council for the past year.

It is gratifying to announce that there has been a large accession to the membership, and in consequence it is hoped a greater interest will be manifested in the subjects that are brought to the notice of the Board, and that the successors in office will continue to take a deep interest in all matters that affect the interests of the business community. It had been suggested, and would be of great advantage to the influence of the Board, if it were more in touch with the Boards of Trade in this and the other Maritime Provinces, and trusted during the coming year a movement would be made in that direction. During the year there had been two general meetings of the Board and eighteen meetings of the Council.

With reference to the great advantage gained to a port in its being made a terminus of an Atlantic line of steamships, the following statement will show the disbursements here of our own line—The Canada and Newfoundland Steamship Company—during the year :

Stevadores.....	\$11,024 00
Groceries, &c.....	5,096 00
I. C. R., freight on outward cargoes. . .	31,300 00
“ “ “ 5,858 tons coal.	5,272 00
Cost of 5,858 tons coal.....	12,301 00

In addition to this 1,000 carloads of deals were shipped by Messrs. Mathers, McMullen and Dickie, the freight for which did not pass through the company's hands. The average rate per carload was \$13. This gives a grand total of expenditure here by those steamers of \$77,693.

G. J. TROOP,
President.

REPORT OF COUNCIL.

HALIFAX, N. S., January 16th, 1894.

TO THE MEMBERS OF THE BOARD OF TRADE OF HALIFAX :

Gentlemen,

The Council beg to present to you their Annual Report. The following matters received attention at the hands of the Board during the past year :

TARIFF MATTERS.

At the invitation of several members of the Cabinet a number of our merchants and manufacturers were afforded an opportunity of expressing their views on tariff matters in May last under the auspices of this Board. The time allotted for the purpose was too limited to allow of the thorough consultation for the important nature of the questions at issue, but the general consensus of opinion elicited tended largely in the direction of recommendations to simplify the tariff in many respects, and to abolish wherever practicable the imposition of specific duties when combined with *ad valorem* as unnecessary and prejudicial to the best interests of the country at large. Reviewing the satisfactory development of trade at the period when reciprocal relations existed between the Maritime Provinces and the United States, the final result of impending tariff changes at Washington and Ottawa will be of great moment to the business community in this section of the Dominion.

CIVIC REFORM.

This board after an experience of many years have decided that the tax placed upon stocks of merchandize in the hands of our merchants is one that is most injurious to the trade of the city, this fact is becoming more apparent every year, the keen competition which the trade has to meet from outside commercial points renders a change in the civic assessment law absolutely necessary, and we earnestly request the city council to give the subject their most careful consideration. Various projects in the direction of equalizing civic taxation have been brought under the notice of the board during the past year, and have been fully discussed. The paramount importance of honest and economic civic government to the commercial prosperity of communities is occupying earnest attention to no small degree in business centers all over the continent.

COAL MINES.

Within the past year the coal mines of Cape Breton County, with the exception of the General Mining Associating Mines, have passed into the hands of the Dominion Coal Company, Limited, an organization of American and Dominion Capitalists. These gentlemen acquired from the government of this province a lease extending for ninety years, they pay in excess of other mines 25 per cent additional royalty, they are expending a large amount in the construction of a railway from Sydney to Louisburg, building a pier near Sydney and are introducing all modern methods of mining. The prices paid for these mines, the expenditure in equipment and the construction of railways must be of great advantage to the people of that Island and add materially to the revenue of the Province and the Dominion.

SUGAR REFINERY.

During the past year the refineries of the maritime provinces have been merged in one, the Nova Scotia refinery having purchased the Woodside and Moncton refineries, and is now incorporated under the name and style of the Acadia Sugar Refining Company Limited, and trust will be fraught with advantage to the shareholders and the general benefit of the business community.

SHIP OWNERS.

It is with regret we note the depression that still continues in shipping of all kinds but more especially in sailing ships' and fear the day for this class of transportation is drawing to a close, as steam appears to be entering into competition with every class of the carrying trade.

WEST INDIA TRADE.

Although fluctuating and uncertain during the past year it has been fairly remunerative and it is pleasing to note an increase in the export of the product of the farm especially in flour, the facilities for the exportation of goods have increased rapidly of late, there are no less than three lines of steamers running between this port and Jamaica one of which touches at Bermuda and Turks Island going to and from Jamaica, another line running to the Winward West Island calling at Bermuda. The exports of fish from this port to the West Indies is about the same as in previous years, but this trade like all others is changing, and steamers as in all other business are largely taking the place of sailing vessels.

QUARANTINE.

The urgent necessity of quarantine regulations appropriate to the needs and responsibilities of this port has been frequently under consideration by this board. The extensive improvements and facilities

at Lawlors Island carried into effect during the past season by the government have been visited from time to time by members of the board during the progress of the work, and it is generally conceded that on its completion the quarantine station at Halifax will be creditably equipped with modern appliances suitable for the requirements of one of the most important sea ports in the Dominion.

SOUTHERN CENTRAL RAILWAY.

This road from Sandy Cove, Shelburne County to New Germany is we understand contracted for. The Provincial and Dominion Governments granting a subsidy. The continuation of this road from New Germany to the city of Halifax is of the greatest importance to its inhabitants, a survey from Halifax to Hubbard's Cove has been made, and we have the assurance of Mr. Hervey that it is the intention of his company to construct this section, namely from New Germany to Halifax, at an early period, this board will urge upon the representatives both of the Dominion and Local Governments, the importance of granting a subsidy to this undertaking. In connection with this matter your council express the hope that before long means may be found to secure the construction of a railway connecting the Musquodoboit Valley with the waters of Halifax Harbour. Such a railway would be of great value to this city as well as to the large and naturally rich country lying to the eastward of the harbour.

RAILWAY FACILITIES.

After many years waiting we are to have railway extension and improved terminal facilities. The government having acquired the wharf property extending from the deep water terminus to Cunard's wharf, the department of railways will submit the plans to this board as soon as they are ready: it is hoped it will be found that provision has been made for the delivery and shipment of freight over the Windsor and Annapolis railway, at the proposed terminus, in order that the great disadvantages the trade of Halifax has hitherto labored under in connection with this railway may be removed, and further, that ample facilities will be furnished for the bunkering of steamers and the coal trade generally.

WINTER PORT.

Five years since Mr. Silver the president of this board in his reports referring to the winter port said. "The subsidized steamers carrying our mails across the Atlantic have again made Portland in the U.S., their terminal winter port. Large quantities of Canadian freight is landed there weekly for Quebec and Montreal and Western points. Thus our own subsidized boats are assisting in building up a foreign port with trade and traffic that rightfully belong to Canada; surely our subsidized steamers should make their terminal ports in Canada sum

mer and winter." As it was then so it is now, and so will it continue until the maritime provinces unite, and demand from their representatives in parliament that when the navigation closes on the St. Lawrence, that a winter port or ports shall be established in this Dominion for the exports and imports of this country. Is there anything unreasonable in this?" From Winnipeg to Liverpool via Halifax is shorter by some 600 miles than via New York. Passengers to-day are taken over the Canada Pacific and Allen and Dominion line steamers via this port, at rates as favorable as competing lines via American ports, this being the case why not freight? Because the Canada Pacific and the Grand Trunk railways are independent of the Intercolonial road and will not make any effort to secure through freight traffic but are glad to do so for passengers, it may be asked why should we expect the C. P. R. and G. T. R. to interest themselves in these Maritime Province ports. The maritime provinces contributed their quota to the cost of the C. P. R.; this road was taken to the north of Lake Superior at a great cost to the country in order that it should be on British soil, but the patriotic sentiments used in parliament to induce its members to grant the necessary funds for this purpose was conveniently overlooked when they reached this end of the line and the government did not hesitate to allow them to fling a section of the undertaking into a foreign country, and to day, notwithstanding the enormous sum given to this road for the purpose of establishing a great highway in British territory from the Atlantic to the Pacific, not a sailor or soldier of the British empire can be taken over this line. We had a road built to Point Levis at the time the road on the north of the St. Lawrence to Montreal was completed, how easy then to have connected these, and if the road was to be shortened, why it might have been done on British territory. What would be thought of the government if they permitted the steamers of the Canada Pacific on the Pacific coast to call at San Francisco to discharge freight from Japan for Canada over a foreign territory. There we have the steamers and railroad acting in harmony, distance only lending a charm to the delight of having this traffic carried on under the old flag, no foreign element here. They only learn this when approaching the ports of the maritime provinces. Toronto and Montreal must reflect upon these matters, we admire their enterprise; their Boards of Trade are a credit to any country, but if when the navigation closes on the St. Lawrence, the export and import trade of the country is to be flung into foreign ports, and they raise no protest on our behalf, it is not reasonable to expect such a state of affairs will continue.

The Grand Trunk has received in years past enormous subsidies from Canada, and while the maritime ports have not the same claim on this line that they have on the C. P. R. they cannot forget that they are afforded every convenience to compete for the passenger traffic and freight for the provinces, it is only proper that, as the I. C. R. grants them facilities for this class of traffic that they should be willing to

make through rates for the maritime ports export business and not put obstructions in the way to favor foreign ports.

The Grand Trunk has its connections with Portland and with headquarters for the C. P. R. at Boston, we are out in the cold. Montreal steamship companies connect with these lines in foreign ports, and thus with subsidized railroads and steamers our I. C. R. gets the cold shoulder when freights are in the question—and thus we build up the national policy.

Are the difficulties insurmountable or such as by united and determined efforts may be overcome? Since the overtures of the Grand Trunk Railway in connection with the Short Line via Edmundston were made to this Board and cordially endorsed and backed up by a special deputation to Ottawa, though without success, neither the Grand Trunk nor the Canadian Pacific companies have manifested any disposition to develop through freight traffic in this direction. No use has ever been made of the subsidy of \$63,000 for 20 years set aside for the section of railway via Fredericton in the interest of Halifax, out of the total of \$250,000 solemnly voted by parliament for the construction of the Short Line from Montreal to the ports of the Maritime Provinces. This sum of money for 20 years without accrued interest amounts to \$1,260,000 and could doubtless be used to accomplish much. It has become only too fully demonstrated that in the present temper of the G. T. and the C. P. railways the Intercolonial is powerless to secure for this route the traffic desired. The extreme gravity of the situation calls for all action and the employment of decided and, if necessary, heroic measures on the part of the government to place the Canadian Pacific and Grand Trunk railways in more intimate connection with this port. As in the past, Halifax will doubtless be found ready to favor any practicable scheme looking to closer identification with either or both of these railways. Having regard to the large contributions of this city and province towards the building up and consolidation of the Dominion, and in view of the expectations encouraged and formed of the prospects of Halifax, the present position is becoming intolerable. We look to the various sections of this province, with whom our interests are identified; to St. John, whose claims and interests are, like ours, to have Canadian through traffic handled through Canadian ports; to Quebec, Montreal, Toronto and our capital—Ottawa, the outlay for whose canals and public works we have not questioned; to Winnipeg and the North-West, where our volunteers went when called upon; to Calgary, Victoria and Vancouver, to whom we have helped to reach out the iron hand. We look to all parts of the Dominion to unite with us in demanding that this section be dealt with according to the same policy by which these other parts have been, and are being built up. We will not deal with the alternative, in case the policy being pursued throughout the rest of Canada is reversed here, as we do not yet believe it is the deliberate intention of the government to continue this wrong.

On December 11th a delegation from this Board waited upon Sir John S. D. Thompson and Sir Charles H. Tupper and presented them the following:

OFFICE OF THE BOARD OF TRADE,

HALIFAX, December 11, 1893.

RIGHT HON. SIR JOHN S. D. THOMPSON,
Prime Minister of Canada.

HON. SIR CHAS. HIBBERT TUPPER,
Minister of Marine.

We beg leave to ask your earnest attention to the following considerations in connection with the position of this port as one of the most accessible and convenient points on the North Atlantic for steamship and railway traffic to and from the interior of the Dominion.

The inauguration of the national policy was accepted throughout the country as a recognition of the principle that the trade of Canada was to be conducted for the benefit of the people of Canada, and the idea was generally admitted that for the accomplishment of this object large sacrifices would not be shrunk from. A high tariff was submitted to as a means of diverting the trade of the different provinces from its natural course into new channels within our own borders. In pursuance of this principle, the Maritime Provinces readily contributed their share of the large subsidies granted to the Canadian Pacific railway, which was looked upon as an iron bond to bind the scattered parts of the Dominion more firmly together. In this great work, as in the system of canals in Ontario, the energies and resources of our people, represented by large public expenditures, were successful in developing trade in national channels. The views of Halifax with reference to the best available short line from Montreal to the Atlantic were over-ruled at the period when heavy subsidies in connection with the work were under consideration. At the same time the claims of the principal ports in the Maritime Provinces to share in the handling of the traffic were explicitly recognized in parliament by leading members of the government at the time when subsidies were voted. It is a matter of great concern and no little disappointment to the business men of the Maritime Provinces to observe that so soon as the St. Lawrence ports are closed to navigation, the chief efforts of those controlling the movements of the produce of the interior by existing railroads are almost exclusively diverted to foreign sea ports as terminals, in face of the fact that our own land contains several harbours with shipping facilities capable of being made equal to any on the continent. The fact that steamers do land passengers here for both the Grand Trunk Railway and the C. P. R., suggests the opinion that if any difficulties exist with regard to through freight for Canadian points on these self same steamers, means should be devised to overcome the obstacles, as the spectacle of subsidized steamers carrying freight away from Canadian ports and Canadian railroads, discriminating against them in favor of foreign ports, can only be viewed as a national and commercial misfortune nearly akin to humiliation.

We beg to point out that the failure to realize the expectations so long held forth of a full development of interprovincial communication and trade practically places before the country two alternatives—one, an admission that geographical conditions, in spite of our efforts and sacrifices, are against us to such an extent that when navigation closes on the St. Lawrence we must fall back on foreign seaports, our own Atlantic winter ports being unsuitable; the other a patriotic resolve to grapple manfully with whatever obstacles there may be, whether natural or imaginary, and take steps to secure the traffic through our own ports.

Under present conditions we would submit that to carry out the spirit of the public policy of the country, the great mission of the I. C. Railway should be to

bring traffic this way, either in connection with the G. T. R. or the C. P. R. or both, taking full advantage of overtures from either that will at any time or under any circumstances lead to the cultivation of traffic in this direction. The moment the I. C. R. gives undue prominence to the longer haul to and from Quebec, as against St. John, N. B. and allows the preference to one of its connections, thus repelling the other, that moment do we cease to get the benefit of the natural competition between these two roads, and the I. C. R. fails in its most important duty of fostering the interprovincial trade however expedient its action might be from the stand point of a private company. The rumored intention of the C. P. R. to utilize our sister city St John, New Brunswick, as a shipping port, is a matter of congratulation, and we trust it may also be regarded as a happy augury of similar arrangements for Halifax in the near future. We feel justified in urging to the very utmost extent that the first and indispensable consideration in the management of railway and transportation routes under the control of the government should be based on national and patriotic grounds in connection with building up Canadian trade by carrying Canadian goods over Canadian railways to and from ports on Canadian territory. We submit in conclusion that any attempt to build up foreign ports at the expense of home ports should not be tolerated by the government, for the obvious reason that the lessons of history prove to a demonstration that uncalled for sacrifices by important sections of a country enjoying free institutions are fraught with the risk of disintegration of the whole.

GEO. J. TROOP,
President Halifax Board of Trade.

C. M. CREED,
Secretary Halifax Board of Trade.

JAMES MORROW, }
W. A. BLACK, }
A. M. PAYNE. } *Committee.*

All of which is respectfully submitted,

GEO. J. TROOP,
President.

CHARLES M. CREED,
Secretary.

EXPORTS OF FISH, FROM THE PORT OF HALIFAX FOR THE YEAR, 1893.

EXPORTERS.	Quintals, Dry.	Barrels, Pickled.	EXPORTED TO.	Quintals, Dry.	Barrels, Pickled.			
A. G. Jones & Co.	62 599	9 437	Jamaica	98 115	36 374			
A. N. Whitman	44 036	5 651	Porto Rico	59 511	4 171			
Levi Hart & Son	35 818	8 626	Demerara	26 096	3 866			
Pickford & Black	18 369	1 791	Barbadoes	10 042	814			
R. I. Hart	15 991	2 731	Cuba	12 495	254			
George E. Boak & Co	15 587	6 871	Trinidad	7 168	498			
G. P. Mitchell & Sons	12 321	3 038	Brazil	2 403	.....		
Jas. Butler & Co	10 993	1 935	Bermuda	2 052	198			
Walter Mitchell	12 235	1 564	Colon	1 954	658			
Musgrave & Co	11 935	4 843	St. Croix	1 792	905			
John Taylor & Co.	9 730	1 718	St. Kitts	1 761	423			
J. T. & A. W. West	9 133	2 467	St. Thomas	971	442			
Boak & Bennett	8 565	2 898	Antigua	461	835			
T. S. Whitman	8 460	.....	Bertice	460	65		
N. & M. Smith	5 176	3 354	Monterrat	228	154			
F. D. Corbett & Co.	3 310	4 288	Pinks Island	139	117			
Lawson, Harrington & Co	2 184	5 411	Martinique . . . . .	.....	120		
C. H. Mitchell	1 915	4 755	Dominica	36	20			
H. L. Chipman	1 149	3 156	Guadalupe	76	.....		
E. Morrison & Co.	1 715	201	New York	38 941	3 228			
J. F. Phalen & Son	679	4 212	Boston	36 508	27 430			
Joseph Wood	867	134	Totals.....	301 209	80 572			
John Cronan	1 107	279	EXPORTS OF PREVIOUS YEARS.					
J. W. Gorham & Co	2 403	.....	Quintals, Dry.	Barrels, Pickled.	Quintals, Dry.		
Sundry shippers	4 932	1 212	1888..	250 729	32 088	1891 ..	247 537	36 470
Totals	301 209	80 572	1889..	257 728	38 175	1892 ..	262 896	45 773
			1890..	241 539	36 983	1893 ..	301 209	80 572

IMPORTS OF SUGAR.

IMPORTERS.	Hhds.	Tes.	Brls.	Bags.
Sugar Refineries				220,488
A. G. Jones & Co	964	148	1,495	4,029
G. P. Mitchell & Sons	232	20	2,706	4,013
John Taylor & Co	81	86	1,799	4,021
J. T. & A. W. West	114		1	2,994
R. I. Hart	471	1	150	972
James Fraser	398			
Geor. E. Boak & Co	338			190
A. N. Whitman	265		56	
Musgrave & Co	75	2	710	400
Jas. Butler & Co	75			100
M. Carney & Co			97	880
Levi Hart & Son			88	125
Sundries	277	22	1,915	1,864
Totals	3,290	279	9,017	240,276

IMPORTED FROM.

Hilo				66,000
Demarera			346	55,956
Cuba				51,221
Germany, &c., Beetroot				33,400
Java				18,000
Porto Rico	2,163	28	61	900
Rio Grand del Norte				5,800
Antigue	380	47	1,099	1,058
St. Kitts & Nevis	161	31	3,223	3,855
Tobago	107	141	1,760	3,266
Monsterrat	21	22	1,601	570
Barbados	300	10	121	101
Jamaica	158		400	
Dominica			256	149
St. Croix			150	
Totals	3,290	279	9,017	240,276

IMPORTS FOR PREVIOUS YEARS.

	Hhds.	Tes.	Brls.	Bags.
1888	22,652	124	3,818	174,192
1889	12,425	939	2,952	120,620
1890	13,698	199	3,192	137,813
1891	7,069	64	1,083	222,204
1892	5,507	464	3,500	276,736
1893	3,290	279	9,017	240,276

IMPORTS OF MOLASSES.

IMPORTERS.	Puns.	Tcs.	Brls.
G. P. Mitchell & Sons.....	2,729	400	469
A. G. Jones & Co.....	1,374	120	161
John Taylor & Co ..	1,061	35	38
Walter Mitchell	846	54	51
George E. Boak & Co.....	574	48	36
John Tobin & Co.....	435	76	69
James Fraser	419	1	25
A. N. Whitman	400	2	...
J. T. & A. W. West.....	286	25	...
M. Carney & Co	281	...	...
Levi Hart & Son.....	213	37	21
R. I. Hart	42	...	342
Jas. Butler & Co	100	...	...
Musgrave & Co	20	14	...
Sundries	312	...	...
Totals	9,092	812	1,212

IMPORTED FROM.	Puns.	Tcs.	Brls.
Porto Rico ..	2,870	153	85
Antigua	2,438	402	534
Barbadoes.....	1,618	247	192
Demerara	1,502	...	...
St. Kitts & Nevis.....	449	10	25
St. Croix	215	...	376
Totals	9,092	812	1,212

IMPORTS FOR PREVIOUS YEARS.

	Puns.	Tcs.	Brls.
1888.....	13,500	995	1,965
1889	12,216	975	2,147
1890	12,765	839	1,828
1891	12,898	1,498	1,066
1892	9,750	773	1,772
1893	9,092	812	1,212

PROVINCIAL SHIPPING.

THE TOTAL VESSELS AND TONNAGE OF NOVA SCOTIA, NEW
BRUNSWICK AND PRINCE EDWARD ISLAND.

PORT RESIGNATION.	Newly Registered.		Struck Off.		Total No. of Vessels.		Total Tonnage.		Inc. or Dec. in Tonnage.	
	No.	Tons.	No.	Tons.	Dec. 31. 1892.	Dec. 31. 1893.	Dec. 31. 1892.	Dec. 31. 1893.	Inc.	Dec.
NOVA SCOTIA.										
Amherst.....					10	10	906	906		
Annapolis.....			10	1,851	70	60	9,119	7,268		1,851
Arichat.....	6	226	8	473	124	122	5,414	5,167		247
Barrington.....	9	296	1	94	45	53	1,859	2,061	202	
Digby.....	9	285	5	1,302	168	172	12,554	11,537		1,017
Guysboro.....	2	45	5	213	41	38	2,057	1,889		168
Halifax.....	25	2,882	28	7,609	802	799	51,393	46,666		4,727
Liverpool.....	9	852	8	1,344	83	84	7,771	7,279		492
Lunenburg.....	28	2,643	13	880	320	335	27,576	29,339	1,763	
Maitland.....	3	2,528	2	2,584	31	32	29,677	29,621		56
Parrsboro.....	15	3,750	12	1,853	126	129	29,507	31,404	1,897	
Pictou.....	3	323		2,140	69	65	17,064	15,247		1,817
Port Hawkesbury.....	4	83	2	313	65	67	2,765	2,535		230
Port Medway.....	2	354	1	290	22	23	1,824	1,879	55	
Shelburne.....	12	474	14	1,058	100	98	7,522	6,938		584
Sydney.....	6	236	3	318	120	123	5,330	5,248		82
Truro.....			1	959	5	4	2,390	1,431		959
Windsor.....	8	2,553	18	13,444	191	181	128,926	118,035		10,891
Weymouth.....	1	149			39	40	3,789	3,879	140	
Yarmouth.....	14	2,085	27	14,596	295	282	79,043	66,532		12,511
Total.....	156	19,755	165	51,330	2,726	2,717	426,436	394,861	4,057	35,632
			156	19,755	2,717		394,861			4,037
Decrease.....			9	31,575	9		31,575			31,575
NEW BRUNSWICK.										
Chatham.....	104	1,148	3	446	194	295	9,063	9,765	702	
Dorchester.....	1	697	4	1,997	12	9	6,304	4,921		1,383
Moncton.....					17	17	2,710	2,700		10
Richibucto.....	2	89	2	1,598	15	16	3,584	1,598		1,986
Sackville.....	2	150	2	500	12	12	1,734	1,266		468
St. Andrew's.....	11	175	5	83	134	140	3,394	3,486	92	
St. John.....	13	825	62	32,128	572	522	163,222	131,909		31,313
Total.....	133	3,084	78	36,872	956	1,011	190,011	155,645	794	35,160
	78					956	155,645			794
Decrease.....	*55					*55	34,366			34,366
P. E. ISLAND.										
Charlottetown.....	9	1,561	17	3,297	196	188	22,706	19,409		3,297

SUMMARY.

Nova Scotia.....	156	19,755	165	51,330	2,726	2,717	426,436	394,861	4,057	35,632
New Brunswick.....	133	3,084	78	36,812	956	1,011	190,011	155,645	794	35,160
P. E. Island.....	9	1,561	17	3,297	196	188	22,706	19,409		3,297
Grand Total.....	298	24,400	260	91,439	3,878	3,916	639,153	569,915	4,851	74,089
	260					3,878	569,915			4,851
Total Decrease..	*38					*38	69,238			69,238

*Increase.

